

THE VICTORIA DAILY STANDARD.

VICTORIA, V. I. WEDNESDAY MORNING, NOVEMBER 27, 1872.

THE DAILY STANDARD.
DECOSMOS & LONG,
PROPRIETORS.

TERMS.

WEEKLY STANDARD,
PUBLISHED EVERY TUESDAY MORNING.
TERMS.

AGENTS.

DOMINION GOVERNMENT
SAVING BANKS.

JOHN GRAHAM, ESQ., Assistant Receiver General
HEAD OFFICE VICTORIA.

F. G. CLAUDET, ESQ., Acting Agent of Branch at
Nanaimo.

JOHN ROBERTSON, Provincial Secretary.

DRY GOODS.

A. B. GRAY

BALMUT RECEIVED PER

Prince of Wales

and other arrivals, large addition to his well as

articles of

DRY GOODS.

Attention is directed to a large and choice Selected

Invites of

Set Ornaments and Fancy

Jewelry, valuable

Wharf Street, August 5, 1872.

DRY GOODS.

DUCK & SANDOVER,

COACH & WAGGON,

AND

PLOW MAKERS,

West Side of Government Street,

Between Johnson and Corcoran ste.

WAGGONS OF ALL KINDS KEPT CONSTANTLY

WAGGON MATERIALS FOR SALE.

HORSE-SHOING AND GENERAL BLACKSMITHING

WITH NEATNESS AND DISPATCH.

FLOWERS, HARROWS, ETC., MADE TO ORDER.

ALL ORDERS PROMPTLY ATTENDED TO.

SATISFACTION GUARANTEED.

TERMS MODERATE.

TERMS MODERATE.

MONEY TO LOAN

LOW RATES ON FIRST CLASS

HOUSES TO LET.

TOWN AND COUNTRY Property for sale

on easy terms.

ACCOUNTS AUDITED OR KEPT.

RENTS AND DEBTS COLLECTED.

TERMS MODERATE.

T. ALLSOP & CO.

Agents for British Columbia.

TERMS MODERATE.

NEW CANDY STORE.

L. F. Baumann

From San Francisco.

Candy Manufacturer

YASSEN STREET opposite Bank E. North America.

HAVING JUST PREPARED A CHOICE

CANDIES OF ALL KINDS

Prepared to supply the public by

WHOLESALE & RETAIL

At reasonable rates.

Order from country promptly filled.

TERMS MODERATE.

Arthur Strong, W.

GENERAL CONTRACTOR, DUST

MOVER, CESSPOOLS,

CRANES, ETC.

REMOVING OF THE FURNITURE, REPAIRS, ETC.

FOR DUST, ETC.

TERMS MODERATE.

WANTED.

UNUSUAL ORDINARY BEARINGS FOR

CHINA.

APPROPRIATE MATERIAL.

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SHIPPING AGENTS

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The Daily Standard.

Wednesday, November 27, 1872.
San Juan Island, the Dry Dock
and the Canadian Pacific Rail-
way.

The London Morning Post of the 26th
ultime contains a leading article on the
subject of the cession of the island of
San Juan to the United States by the
Emperor of Prussia, as the arbitrators to
whom was referred the question as to
which of the two Powers claiming the
sovereignty of the island, is rightfully
belonged. The article referred to was
evidently written by one thoroughly con-
versant with the subject, and possessing
an intimate knowledge of the geography
of this part of the Dominion—most prob-
ably by our Provincial Agent in London
and late fellow colonist, G. M. Spratt,
Esq.

The article is rather lengthy to
translate in its entirety to our columns,
and we must therefore be content to give
a condensed summary of the leading ideas
expressed by the writer touching the effect
which the loss of that island will have
upon our maritime and commercial inter-
ests, and the duty which will consequently
devolve upon Canada and England
jointly to neutralize that effect. In
the event of war between the United
States and Great Britain, it is contended
that British interests in the North
Pacific would be seriously jeopardized by
the fact of San Juan being in possession
of the Americans, unless precautions are
in the meantime taken for preserving the
military and naval power of Britain on
this coast. Vancouver Island and Bri-
tish Columbia being now integral parts
of the Dominion of Canada, and forming
its only western outlet and seaboard,
must be maintained and protected in a
thorough and effectual manner, if she is
to develop her vast central fertile plains
and to form the newest and nearest route
between Europe and the East. In order
to this development of the power and
resources of Canada, he says, "it is
necessary that the projected Transconti-
nental Railway shall have as secure a
terminus on the Pacific as it will have on
the Atlantic Ocean at Halifax." Such a
terminus it would have had on the British
Columbia shore opposite Vancouver
Island, had the award been favorable to
Great Britain; but the award having gone
against her, it becomes necessary, both
on military and commercial grounds,
that the terminus should be on Vancouver
Island, and hence Equivalently to all
else, the most suitable locality for that
purpose. After advertizing to the com-
mending position which San Juan com-
pares, as the key to the navigable waters
which separate the Straits of Juan from
the Gulf of Georgia, whereby we have
lost the advantage and security we should
otherwise have enjoyed, the writer pro-
ceeds to point out the remedy to be em-
ployed, in order to regain our ascendancy
and repair the damage which the Em-
peror's award would otherwise inflict
upon British interests in this quarter of
the empire. We quote the balance of
the article in full: "We owe it to Canada as
well as to ourselves, to retrieve the mis-
chief that has been wrought by our blin-
ding diplomacy. But how is that to
be done? By taking, for one thing, a
lesson from the Tatar of the proverb
who was 'caught.' We have to catch
the catcher, to close the Straits of Juan
again, to hold San Juan within our teeth,
by establishing a fortified naval station
in the southern part of Vancouver Island,
in the east that our ships may hold the
command of those waters. That is the
chief—but not, as we shall show, the
only—step to be taken. We have in
Equivalently a magnificent harbor, and we
must have a dockyard there for our
North Pacific fleet, a fleet which even in
its present state of power, must now be re-
presented permanently by considerably
more force than at present. The colony
has been so anxious, without reference to
the San Juan question at all, for the es-
tablishment of a dockyard at Esquimalt,
that it has, though ill able to afford the
expenses, offered to share the cost of its
construction. We now owe it to the col-
ony to do even more in this way than it
can. But another consequence must
inevitably follow from the new condition
immediately set up by the award. The ter-
ritories of the railway ought apparently to
be at the fortified harbor of Esquimalt,
which is to the south or seaward of San
Juan. If we may not have the free naviga-
tion of the waters between Vancouver
and the mainland, then the railway
should come to meet the ships outside
the obstruction; and, luckily, there is no
insuperable difficulty in the way of bring-
ing this about. Even independently of the
San Juan question, it was proposed to car-
ry it through Vancouver to Victoria and
Esquimalt. But that which formerly was
only desirable, will now be a necessity. The
railway can be taken to a point on
the mainland high up on the straits be-
tween it and Vancouver, where these
straits can be bridged by utilizing an
island lying conveniently in them, or
passed by a steam ferry. The point of
crossing being high up, narrow, and pro-
tected naturally by very strong currents,
the ships on each side being in our
possession—could be artificially strength-
ened to prevent an enemy destroying
the bridges or ferry. By this
arrangement the main entrance into
British Columbia would be through Van-
couver Island, and the damage that
the American fleet did to San Juan by the
cession of San Juan to the Americans
could inflict upon our colonies to reduce
to a minimum. If it is said that what
is proposed could not be done save at a
considerable expense, that must be ad-
mitted. But if the damage done to us
were merely continental, or to depend
upon very remote contingencies, there
would not be much for us to complain of.
The damage is something more than that.
Our pocket, as well as our feelings and
national interests, will probably have to
suffer for our lack of skill and good for-
tune. It will be very lucky for us if, by
the expenditure of a little money, we can
minimize the effects of the adverse
circumstances. We should now face the
question boldly, and endeavor, cost what it

may, to all Canada in her magnificent
scheme of developing the north, to main-
tain as her, as possible, an em-
pire from ocean to ocean with subjects
of the flag of England, of securing to us
the shortest of all possible routes to the
East, and of establishing a counterpoise
to the great Power, with which it is diffi-
cult beyond measure to live on terms
all of which desiderata would be jeopardized
if we allowed ourselves to be
engaged out of British Columbia."

New Advertisements.

Notice.—THE GOVERNMENT BUILDINGS
will be open to the public on TUESDAY
and FRIDAY EVENINGS
during the winter, commencing on the 1st of
November, 1872.

FOUNDED.—
THE VICTORIA HOTEL, 1000
feet above sea level, is
located in the heart of the city, and
is surrounded by fine houses, and
is the best hotel in the city.

DANCING.—
MR. MARTIN'S DANCING ACADEMY
will open on TUESDAY, NOVEMBER 27,
at 8 P.M. and FRIDAY, NOVEMBER 30,
at 8 P.M. and 10 P.M.

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Miscellaneous Advertisements

LIFE ASSURANCE COMPANY.

GOVERNMENT
INSURE THE SOUL OF BRITISH COLUMBIA
AND QUEENSLAND, E. C.

BRITISH GOVERNMENT

THE RIGHT HON. THE MARQUESS OF DALKEITH, M. P.
THE RIGHT HON. THE EARL OF STIRK, E. C.

PRINCIPAL OFFICERS.

EDWARD G. COOPER, M. A., President
2 Pall Mall, East, London,
68 Upper Grosvenor Street, Park Lane

MANAGER AND TURVY.

W. Thomas Thompson, F. R. S. E.

COLONIAL AND FOREIGN SECRETARY.

D. CLUNIE GREGOR,

Total amount of invested funds

£2,000,000 19 9.

Annual Revenue, £703,460 19 9.

ROBERT BURNAY, Agent.

Victoria, B. C.

FOR PUGET SOUND.

Change of Sailing Hours.

THE STEAMER

W. J. WILSON

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